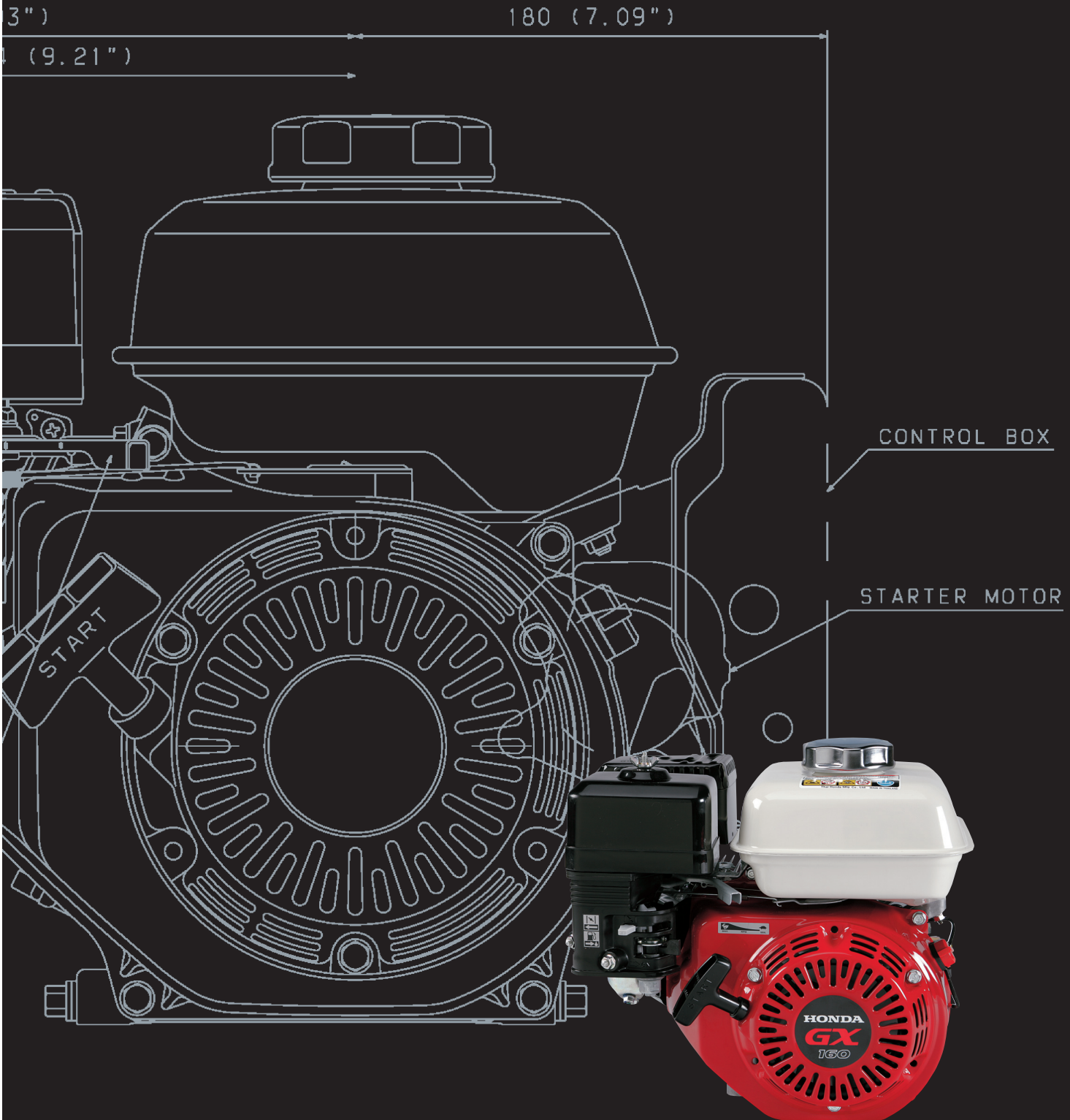


# HONDA

## GX Series Engines





## GENUINE HONDA



**T**here are many reasons to insist on genuine Honda engines. As the world's largest engine manufacturer, Honda offers more engine experience than anyone. Experience born on racetracks and roadways around the globe. Experience that keeps us on the cutting edge of engine performance technology and crosses our entire product line. From automobiles, race cars, motorcycles and all-terrain vehicles to marine engines, power equipment products and general-purpose engines, Honda is committed to designing products that meet or exceed the demands of our customers across the board. Based on the wide variety of products we offer with our Honda engines, we're experts at matching the right engine for the right job and producing engines that will "get the job done".



Throughout our history, Honda has been dedicated to technological and environmental innovation, and today is no different. After all, we have a legendary reputation to live up to. A reputation for unsurpassed quality, performance and reliability. A reputation worth considering the next time you're in the market for an engine.



*Pictured counter-clockwise from above: Honda FCX Hydrogen Fuel Cell Vehicle, Honda CBR, Honda Advanced Robotics - Asimo, MCHP (Micro-sized Combined Heat and Power System), Honda Aquatrax, Honda BF50 outboard, Honda Jet*

## Net Power - SAE J1349

The SAE J1349 standard measures net horsepower with the manufacturer's production muffler and air cleaner in place and therefore more closely correlates with the power the operator will experience when using a Honda engine powered product. The power ratings of the engines indicated in this document are the net power output tested on a production engine for the engine model and measured in accordance with SAE J1349 at the specified rpm. Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operation speed of the engine in the application, environmental conditions, maintenance and other variables.

# The GX Series Engines have reliability written all over them.

**H**onda GX Series Engines have long been recognized as the industry leader in providing reliable, easy-starting and fuel efficient small engines. You'll find Honda GX Series overhead valve engines on a wide variety of construction, maintenance and premium power equipment. The rental industry, where power equipment is subjected to the ultimate test of durability, relies heavily on Honda OHV engines to ensure customer satisfaction and a minimal level of maintenance and repair. When it comes to reliability, trust the engines with the Honda name.



## Quality and performance are standard with Honda GX Series engines.

From cast iron cylinder sleeves to Automatic Decompression, Honda offers a variety of power solutions to meet your specific application. Choose from over 60 standard single cylinder engine variations. A variety of features are available, depending on the specific model and application, including four types of air filtration systems and Oil Alert® which warns the user before oil reaches an unsafe operating level. Other options include 2-to-1 and 6-to-1 reduction units, one to 18 amp charging, lamp coils and shaft variations to suit every standard application. For the most current information on Honda engine technologies, visit our website at [www.honda.com](http://www.honda.com).

Environmental responsibility has been an integral part of our product development philosophy years before emission levels were established. In fact, with minor modifications, the same GX Series engine design introduced in 1983 meets today's EPA and CARB emission level standards. Honda's advanced engine technology offers a number of distinct advantages including fuel savings, lower emissions and standardized replacement parts readily available through your local Honda Engines dealer.

## Prove it to yourself.

Next time you visit a rental center, see a landscape truck or pass by a construction site, you'll probably see a Honda GX engine-powered piece of equipment. Stop and ask them what they think of the Honda engine. Chances are they'll tell you they wouldn't use anything else. Sure, you can find a less expensive engine, but you won't find a more reliable one.



**The high-efficiency combustion delivered by the OHC configuration helps Honda GX engines certify to all existing CARB and EPA emission standards.**

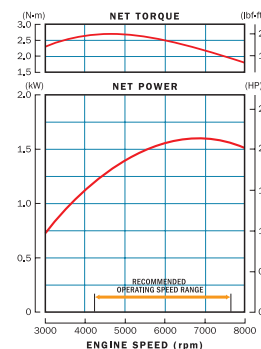


## Horizontal Shaft

## GXH50



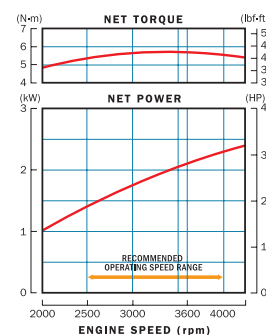
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	1.65" x 1.42" (41.8 x 36 mm)
Displacement	2.99 cu in (49 cm <sup>3</sup> )
Compression Ratio	8.0 : 1
Net Horsepower*	2.1 hp (1.6kW) at 7,000 rpm
Net Torque*	2.0 lbs ft (2.7 Nm) at 4500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Float Type
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Semi-dry Type
Oil Capacity	0.26 US qt (0.25l)
Fuel Tank Capacity (liter)	0.81 US qt (0.77l)
Dimensions (L x W x H)	8.9" (225mm) x 10.8" (274mm) x 13.0" (353mm)
Dry Weight	12.1 lbs (5.5 kg)



## GX100



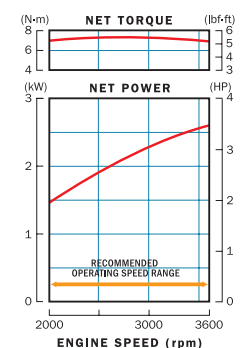
Engine Type	Air-cooled, 4-Stroke, OHC, single cylinder
Bore x Stroke	2.2" x 1.6" (56 x 40 mm)
Displacement	6.0 cu in (98 cm <sup>3</sup> )
Compression Ratio	8.5 : 1
Net Horsepower*	2.8hp (2.1kW) at 3,600 rpm
Net Torque*	4.2 lbs ft (5.7 Nm) at 3,600 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type
Oil Capacity	0.42 US qt (0.40l)
Fuel Tank Capacity (liter)	0.81 US qt (0.77l)
Dimensions (L x W x H)	11.6" (295mm) x 12.0" (304mm) x 15.8" (402mm)
Dry Weight	23.4 lbs (10.6 kg)



## GX120



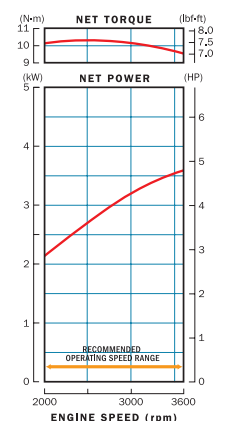
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	2.4" x 1.7" (60 x 42 mm)
Displacement	7.2 cu in (118 cm <sup>3</sup> )
Compression Ratio	8.5 : 1
Net Horsepower*	3.5hp (2.6kW) at 3,600 rpm
Net Torque*	5.4 lbs ft (7.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	0.63 US qt (0.6l)
Fuel Tank Capacity (liter)	2.1 US qt (2.0l)
Dimensions (L x W x H)	12.0" (305mm) x 13.4" (341mm) x 12.5" (318mm)
Dry Weight	28.7 lbs (13.0 kg)



## GX160



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	2.7" x 1.8" (68 x 45 mm)
Displacement	9.9 cu in (163 cm <sup>3</sup> )
Compression Ratio	8.5 : 1
Net Horsepower*	4.8hp (3.6kW) at 3,600 rpm
Net Torque*	7.6 lbs ft (10.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	0.63 US qt (0.6l)
Fuel Tank Capacity (liter)	3.3 US qt (3.1l)
Dimensions (L x W x H)	12.0" (305mm) x 13.4" (341mm) x 12.5" (318mm)
Dry Weight	28.7 lbs (13.0 kg)



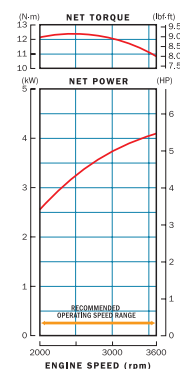
\* The power rating of the engine indicated in this document is the net power output tested on a production engine for the engine model and measured in accordance with SAE J1349 at 3600 rpm (7000 rpm for model GXH50, GXV50, GX25 and GX35). Mass production engines may vary from this value. Actual power output for the engine installed in the

## Horizontal Shaft

## GX200



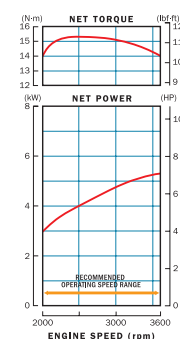
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	2.7" x 2.1" (68 x 54 mm)
Displacement	12.0 cu in (196 cm <sup>3</sup> )
Compression Ratio	8.5 : 1
Net Horsepower*	5.5hp (4.1kW) at 3,600 rpm
Net Torque*	9.1 lbs ft (12.4 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	0.63 US qt (0.6l)
Fuel Tank Capacity (liter)	3.3 US qt (3.1l)
Dimensions (L x W x H)	12.6" (321mm) x 14.8" (376mm) x 13.2" (335mm)
Dry Weight	35.3 lbs (16.0 kg)



## GX240



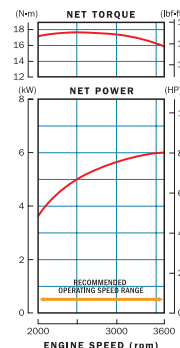
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	2.9" x 2.3" (73 x 58 mm)
Displacement	14.8 cu in (242 cm <sup>3</sup> )
Compression Ratio	8.2 : 1
Net Horsepower*	7.1hp (5.3kW) at 3,600 rpm
Net Torque*	11.3 lbs ft (15.3 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	1.16 US qt (1.1l)
Fuel Tank Capacity (liter)	5.6 US qt (5.3l)
Dimensions (L x W x H)	15.0" (380mm) x 16.9" (430mm) x 16.1" (410mm)
Dry Weight	55.1 lbs (25.0 kg)



## GX270



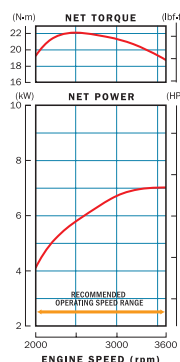
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.0" x 2.3" (77 x 58 mm)
Displacement	16.5 cu in (270 cm <sup>3</sup> )
Compression Ratio	8.2 : 1
Net Horsepower*	8.0hp (6.0kW) at 3,600 rpm
Net Torque*	13.1 lbs ft (17.7 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	1.16 US qt (1.1l)
Fuel Tank Capacity (liter)	5.6 US qt (5.3l)
Dimensions (L x W x H)	15.0" (380mm) x 16.9" (430mm) x 16.1" (410mm)
Dry Weight	55.1 lbs (25.0 kg)



## GX340



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.2" x 2.5" (82 x 64 mm)
Displacement	20.6 cu in (337 cm <sup>3</sup> )
Compression Ratio	8.0 : 1
Net Horsepower*	9.5hp (7.1kW) at 3,600 rpm
Net Torque*	16.3 lbs ft (22.1 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	1.16 US qt (1.1l)
Fuel Tank Capacity (liter)	6.4 US qt (6.1l)
Dimensions (L x W x H)	15.0" (380mm) x 16.9" (430mm) x 16.1" (410mm)
Dry Weight	68.3 lbs (31.0 kg)

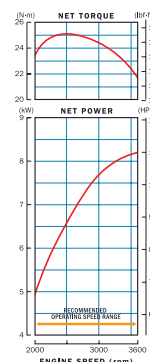


## Horizontal Shaft cont.

### GX390

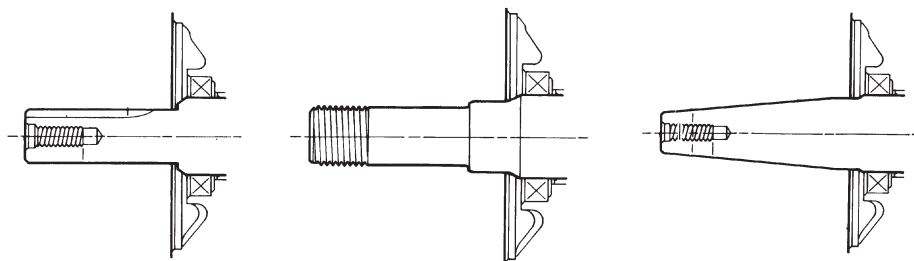


Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.5" x 2.5" (88 x 64 mm)
Displacement	23.7 cu in (389 cm <sup>3</sup> )
Compression Ratio	8.0 : 1
Net Horsepower*	11.0hp (8.2kW) at 3,600 rpm
Net Torque*	18.5 lbs ft (25.1 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil or Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element Type (opt Cyclone type)
Oil Capacity	1.16 US qt (1.1l)
Fuel Tank Capacity (liter)	6.4 US qt (6.1l)
Dimensions (L x W x H)	15.9" (405mm) x 17.7" (450mm) x 17.4" (443mm)
Dry Weight	68.3 lbs (31.0 kg)



## PTO Shaft Variations

### HORIZONTAL



Q-TYPE SHAFT-FLAT KEY FOR GENERAL PURPOSE

P-TYPE AND T-TYPE THREADED CRANKSHAFT

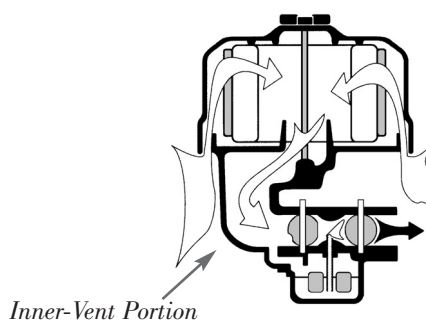
V-TYPE/TAPER

\* The power rating of the engine indicated in this document is the net power output tested on a production engine for the engine model and measured in accordance with SAE J1349 at 3600 rpm (7000 rpm for model GHX50, GXV50, GX25 and GX35). Mass production engines may vary from this value. Actual power output for the engine installed in the final machine will vary depending on numerous factors, including the operating speed of the engine in application, environmental conditions, maintenance and other variables.

## Air Filtration Systems

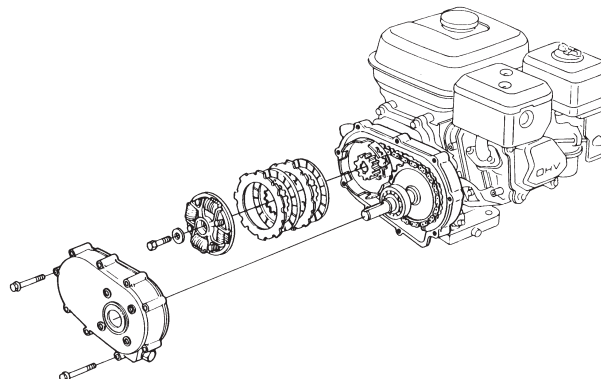
Honda offers a variety of air filters to match your application, including dual-element, semi-dry, oil-bath and Cyclone Air Cleaner with inner-vent carburetor. "Inner-vent" carburetors are now available on specific models with dual-element filters.

Honda's inner-vent carburetor places the float bowl vent on the "clean side" of the air filter elements so that the air/fuel ratio remains more constant as the elements become dirty. This allows the length of the service interval for air filter maintenance to be more than doubled.



## Reduction Units

The 2-to-1 reduction unit is chain or gear driven and may include an automatic, centrifugally operated clutch. Clutch engagement occurs at 1800 rpm and clutch lock occurs at 2200. The 6-to-1 gear reduction is gear driven and does not include a clutch.



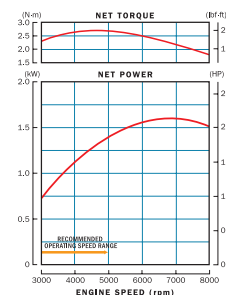


## Vertical Shaft

## GXV50



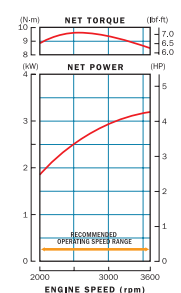
Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	1.65" x 1.42" (41.8 x 36 mm)
Displacement	2.99 cu in (49 cm <sup>3</sup> )
Compression Ratio	8.0 : 1
Net Horsepower*	2.1hp (1.6kW) at 7,000 rpm
Net Torque*	2.0 lbs ft (2.7 Nm) at 4,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Float Type
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Semi-dry Type
Oil Capacity	0.26 US qt (0.25l)
Fuel Tank Capacity (liter)	0.29 US qt (0.27l)
Dimensions (L x W x H)	9.8" (249mm) x 11.3" (286mm) x 7.8" (198mm)
Dry Weight	11.5 lbs (5.2 kg)



## GXV160



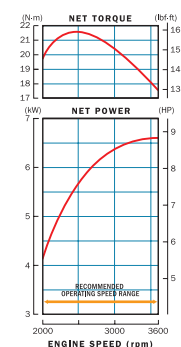
Engine Type	Air-cooled 4-stroke OHV single cylinder
Bore x Stroke	2.7" x 1.8" (68 x 45 mm)
Displacement	10 cu in (163 cm <sup>3</sup> )
Compression Ratio	8.0 : 1
Net Horsepower*	4.3hp (3.2kW) at 3,600 rpm
Net Torque*	7.1 lbs ft (9.6 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Forced Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	0.69 US qt (0.65l)
Fuel Tank Capacity (liter)	1.9 US qt (1.8l)
Dimensions (L x W x H)	16.3" (415mm) x 14.1" (359mm) x 13.9" (354mm)
Dry Weight	31.5 lbs (14.3 kg)



## GXV340



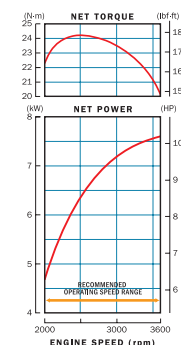
Engine Type	Air-cooled 4-stroke OHV single cylinder
Bore x Stroke	3.2" x 2.5" (82 x 64 mm)
Displacement	20.6 cu in (337 cm <sup>3</sup> )
Compression Ratio	7.7 : 1
Net Horsepower*	8.9hp (6.6kW) at 3,600 rpm
Net Torque*	15.9 lbs ft (21.6 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil and Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Pressure and Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	1.2 US qt (1.1l)
Fuel Tank Capacity (liter)	2.2 US qt (2.1l)
Dimensions (L x W x H)	17.0" (433mm) x 15.0" (382mm) x 15.9" (406mm)
Dry Weight	71.2 lbs (32.3 kg)



## GXV390



Engine Type	Air-cooled, 4-Stroke, OHV, single cylinder
Bore x Stroke	3.5" x 2.5" (88 x 64 mm)
Displacement	23.7 cu in (389 cm <sup>3</sup> )
Compression Ratio	7.7 : 1
Net Horsepower*	10.2hp (7.6kW) at 3,600 rpm
Net Torque*	17.8 lbs ft (24.2 Nm) at 2,500 rpm
PTO Shaft Rotation	Counterclockwise (from PTO shaft side)
Ignition System	Transistorized Magneto
Starting System	Recoil and Electric Starter
Carburetor	Horizontal type butterfly valve
Lubrication System	Pressure and Splash
Governor System	Centrifugal Mechanical
Air Cleaner	Dual Element
Oil Capacity	1.2 US qt (1.1l)
Fuel Tank Capacity (liter)	2.2 US qt (2.1l)
Dimensions (L x W x H)	17.0" (433mm) x 15.0" (382mm) x 15.9" (406mm)
Dry Weight	73.3 lbs (33.3 kg)



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